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SIXPENCE.

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THE COMMANDER-IN-CHIEF EMPHASISES HIS POINT: SIR DOUGLAS HAIG (WITH RAISED ARM) TALKING TO MR. LLOYD GEORGE, GENERAL JOFFRE, AND M. ALBERT THOMAS (ON LEFT).

In this distinguished group of British and French leaders, taken at the front in France, the chief interest of the hour centres in Sir Douglas Haig, whose Army has just struck what is (to quote his own despatch) "probably the most effective blow which has yet been dealt to the enemy by British troops." In a personal sketch of Sir Douglas given in the "Times" recently by a visitor to Headquarters, the writer said: "The Commander-

in-Chief is of an ancient family of the kingdom of Fife, so that the spear of our British offensive is tipped with that which is considered to be more adamant than the granite of Aberdeen. Lithe and alert, Sir Douglas is known for his distinguished bearing and good looks. He has blue eyes, . . . delicately chiselled features, and a chin to be reckoned with. There is a characteristic movement of the hands when explaining things."



# "WITH FIRM FAITH IN THE CLEMENCY OF GOD":

PHOTOGRAPHS BY TIMOFEEV, AUTHORISED FOR PUBLICATION

# THE EMPEROR OF RUSSIA REVIEWING HIS TROOPS.

BY THE MINISTER OF THE IMPERIAL HOUSEHOLD.



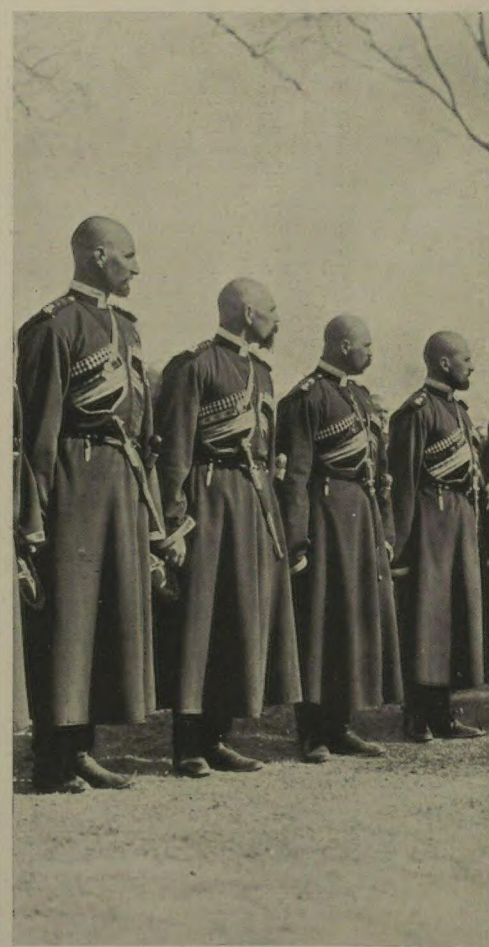
INSPECTING PART OF THE ARMY THAT HAS HAD A VICTORIOUS YEAR UNDER HIS COMMAND: THE EMPEROR OF RUSSIA REVIEWING INFANTRY.



"WITH UNSHAKABLE ASSURANCE OF FINAL VICTORY TO FULFIL OUR SACRED DUTY TO THE LAST": THE EMPEROR OF RUSSIA REVIEWING COSSACKS.



TSAR AND TSAREVICH: THE EMPEROR OF RUSSIA (MOUNTED) AND HIS SON (BY THE CAR) AT A REVIEW.



GIVING A CEREMONIAL SALUTATION: THE EMPEROR



OF RUSSIA WITH HIS GUARD OF COSSACKS.



THE IMPERIAL HEAD OF THE RUSSIAN FORCES AMONG HIS TROOPS: THE EMPEROR OF RUSSIA TALKING TO AN OFFICER.

It was a little more than a year ago that the Emperor of Russia announced that he had assumed the supreme command of all the Russian forces on land and sea. The year that has passed since has been for Russia one of wonderful recuperation, immense progress, and splendid victories. An official review of the great events under the Emperor's auspices was issued on the 5th of this month at the Imperial Headquarters. "All these vast operations," it concluded, "together with the declaration of war on Austro-Germany by Roumania, represent a powerful Russo-Anglo-Roumanian front of several thousand kilometres between the Baltic and the Persian Gulf. During the year which has elapsed under the command of the Emperor the common efforts of all the Allies made it possible to establish a unity of aim to be pursued by all the Allies, and the offensive which has been carried out methodically and simultaneously

has strengthened the faith of the Allies in the power and military qualities of each other and in the final triumph of their just cause. To-day, the anniversary of the day on which his Majesty assumed the supreme command, it has been thought desirable to give this short review of the labours of the Emperor, who a year ago, on September 5, 1915, with his own hand set forth the terms of his unalterable decision—namely, "with firm faith in the clemency of God and with unshakable assurance of final victory to fulfil our sacred duty to defend the country to the last, and not to dishonour Russia." Our photographs were taken on the occasion of a recent review held by the Emperor at his military headquarters. His only son and heir, the Tsarevitch, seen in one of the photographs, was born at Peterhof in 1904, and attained the age of twelve a few weeks ago.





By G. K. CHESTERTON.

EDMUND BURKE said it was impossible to draw up an indictment against a whole nation; but Edmund Burke detested the very idea of democracy. If he did not want the populace taken up as a criminal, it was simply because he did want it permanently taken care of as a lunatic. A little while ago a Pacifist Member of Parliament—who was also, I believe, a member of the body absurdly called the Union of Democratic Control—was reminded that he really had no sort of moral right to be member of a parliament, since he certainly was not the representative of a constituency. In answer, he gravely appealed to the authority of Burke. He might just as well have appealed to the authority of Castlereagh or Metternich, for Burke did not profess to believe in popular government even in principle. Burke was a great and large-minded man, who set forth his reasons in full philosophical form; and he certainly was far too sincere a man to have tolerated even the use, far less the impudent and hypocritical abuse, of such a title as the Union of Democratic Control. And his honest conviction that statecraft must always be conducted over the heads of the common herd carried with it the just and logical conclusion that the herd as a whole must be, in most cases, as innocent as a flock of sheep. Nevertheless, even a flock of sheep will generally be found to take a collective view of a pack of wolves. Wherever the crowd is consulted at all, its verdict is generally against the hostile crowd as a crowd. When the mass of the normal nationals of a free State sustain some national wrong, they always do draw up an indictment against a whole nation. The more they represent the average of their own community, the more it is the average of the enemy which they indict. The more their own Government is popular, the more it is the hostile populace that is unpopular. The French citizen talks of hating the Prussians; he does not talk of hating Bethmann-Hollweg, or even of hating Bernhardt. The Serbians say they have suffered from the Turks; not that they have suffered from the incorrect diplomatic attitude of their conqueror, the Kalif Othman. The simplest and most self-governing communities from the dawn of history have always spoken of the tribes opposed to them as if they also were simple and self-governing units: of smiting the Amalekites, of spoiling the Egyptians, of fearing the Greeks when they bring gifts, of being delivered from the fury of the Northmen. All primitive history is steeped in the assumptions of democracy. Natural folk have always taken in the collective character of a strange people with the same *coup-d'œil* that takes in the contour of a strange countryside. This verdict, so puzzling to the political sophist (and Burke, great and thoughtful as he was, was in some points a political sophist), is in the very bones of the most heroic of early epics and the most ancient of sacred books. And this verdict, given by villages and tribes ever since humanity began to be human, was given only lately with all its elemental and thunderous authority in the assembly of the Trades Unions of England. By an overwhelming majority, the workmen of this country flatly refused to meet or parley with the German Trades Unions during the discussion of peace, and drew up an indictment against a whole nation.

As a matter of principle, it appears to me that if a democracy cannot do this is cannot do anything. What Rousseau called the General Will may sound very mystical, like most other things that are really true;

but without that conception there is no more meaning in counting votes in the community than in counting pebbles on the beach. And I cannot see what the General Will can do if it cannot generalise. It obviously cannot specialise; it cannot disentangle all the infinitely divisible details in every atom of experience. If it may not come to firm and final conclusions about certain things being bad or good in bulk, it has no function in human life at all. It is true that in the ultimate sense God alone can balance the bad and good in a people. It is equally true that God alone can balance the bad and good in a man. But if we cannot decide that a corporate people has committed a corporate crime, then peoples cannot be

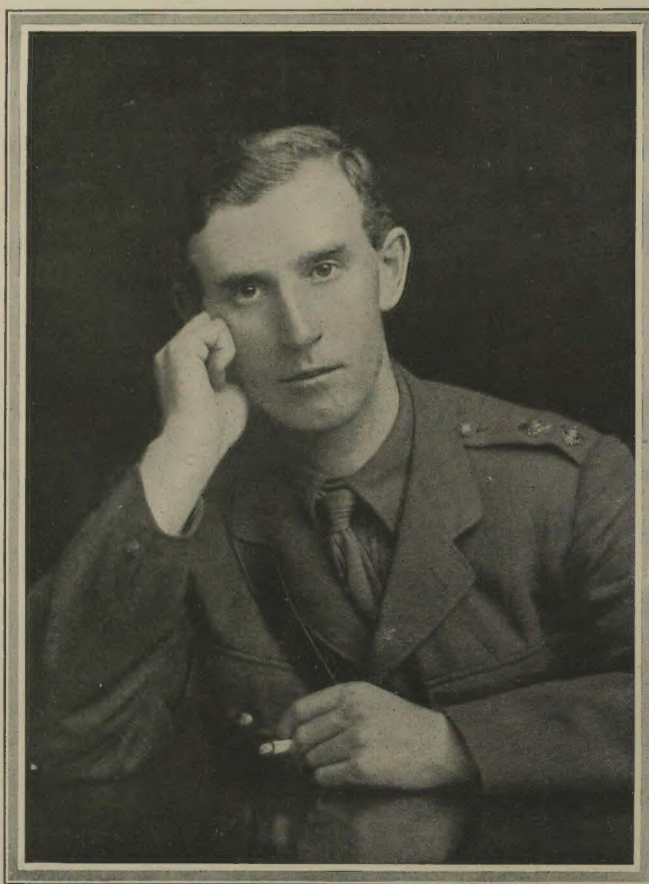
professor. We may think Germany less guilty than Prussia, or Prussia less guilty than the Prussian Princes—just as we may think Macbeth better than Lady Macbeth, or Lady Macbeth better than the Three Witches. But like the tragedy of Macbeth, it is a tragedy of will, not of fate. It is the General Will of Germany that is bad; and it is our General Will that has called it bad. It is bad because it is soaked in self-praise, and permeated with a stale spiritual pride. Whatever worthy private people we may believe, or know, to exist in the modern German Empire, there is practically not one of them who would not be infinitely better if he had been born anywhere else. That is the condemnation of a society.

But the great decision of the Trades Unions of England is important in another and very pointed fashion. The world before the war was full of sham unifications. It was supposed that the English Socialist was exactly like the German Socialist, because they were both Trades Unionists, pretty much as it was supposed that the Englishman was like the German because they were both Teutons. In both cases names were employed to hide things. The German Socialist party had from the first an origin and character quite contrary to anything that is called Socialism in England. Social revolt in this country is the revolt of the simplest and even the vaguest elements in our manhood against a grossly cynical commercialism; the revolt is confused and very largely conservative. A German would say that his Socialism was a thing of the head; and ours has been mostly of the heart. But the English Trades Union movement, if largely instinctive, was strictly spontaneous: it really came from the people.

German Socialism has been, first and foremost, what everything ugly and unfortunate in Germany has been. It has been educational. It might be argued that English social revolt has been a mark of English ignorance; sometimes of ignorance in the people, much more often of ignorance in the rulers. But the movement with the same name in the German Empire is a thing of knowledge. It is stiff with that stunted knowledge that can only be called knowingness. Mere instruction is not only held to be a good thing, but the summary of all good things. "If there is one thing more than another in this heavy war," writes a highly optimistic German journalist, "which sheds a bright light over the future, it is the oft-repeated proof that final victory will remain with the countries of the highest education—that is to say, with the spiritual and moral powers." For him to have schoolmasters is the same as to have saints and heroes; and school-rooms are a self-evident substitute for temples and for homes.

Education is the modern German's answer to everything: to the most ultimate and awful questions, like the question that was asked of Cain. He is always parading his intellectual discipline even as an excuse for his moral anarchy. He is perpetually behaving like a pig, and then telling us he is the Learned Pig. The English labourer is not a learned pig, but a rather unlearned man, though he is not much more ignorant than his employer. But the light of nature, by which he has forged some bonds of fraternity at home, is the same by which he has seen cause to sunder those that bound him to a mere slavery abroad; and it is something too simple for men merely instructed to understand.

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KILLED IN ACTION: LIEUT. RAYMOND ASQUITH, ELDEST SON OF THE PRIME MINISTER.

It is with sincere regret that we record the death of Lieut. Raymond Asquith, the eldest son of the Prime Minister, to whose already heavy burden of political responsibility and anxiety is now added the personal sorrow of the loss of a brilliant son. Mr. Raymond Asquith, who was in the Grenadier Guards, was thirty-seven, and, after a career at Oxford which was full of honours, as had been that of his distinguished father, he adopted the Law as his profession, and had already won successes and positions almost unparalleled for his age. In 1907 he married Miss Katherine Horner, daughter of Sir John Horner, of Mells Park, Somerset, and leaves two daughters and a son. "Those whom the Gods love, die young." It must to some extent mitigate the sorrow of bereavement for Mr. Asquith to know that his brilliant son has left so fine a record, and that he died fighting for his country.—[Photograph by Malcolm Arbuthnot.]

corporate, and democracy cannot exist—even in the abstract. It is not merely, as its opponents always say, that democracy cannot be maintained in practice, but that it cannot be maintained in theory; it cannot even be thought. If a people can choose right, it can blame another people for choosing wrong; and it can decide whether it is the people that has chosen. The most democratic assembly of the English people has decided that it is the German people that has chosen, and has chosen wrong. The conclusion is important and even sensational; it is also almost certainly sound. The German guilt may be relative and sometimes negative; but it is hardly anywhere a mere ignorance, even in the most cultured



# THE SECRETARY FOR WAR SEES WAR: MR. LLOYD GEORGE IN FRANCE.

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WATCHING A BATTLE: MR. LLOYD GEORGE (SECOND FROM RIGHT) AND LORD READING (ON LEFT) AT THE FRONT IN FRANCE.



LUNCH-TIME ON A BATTLEFIELD: A GROUP INCLUDING MR. LLOYD GEORGE (CENTRE) AND M. ALBERT THOMAS (RIGHT BACKGROUND).



CHATTING WITH AN INDIAN SOLDIER: MR. LLOYD GEORGE AT THE FRONT.



FINDING A SOUVENIR, BUT ONE TOO HEAVY TO TAKE HOME: MR. LLOYD GEORGE ON A BATTLEFIELD.



WITH FRENCH SOLDIERS ON KING GEORGE'S HILL: MR. LLOYD GEORGE AND LORD READING.



EMERGING FROM A GERMAN DUG-OUT: MR. LLOYD GEORGE, PRECEDED BY M. THOMAS, AND FOLLOWED BY LORD READING.



ACKNOWLEDGING CHEERS OF BRITISH SOLDIERS ON LEAVING THE DUG-OUT: MR. LLOYD GEORGE WAVES HIS HAT.

Mr. Lloyd George arrived back from France on the 15th, after a tour in which he took part in important war conferences in Paris and visited the battlefields on the British and French fronts. With the French Minister of Munitions, M. Albert Thomas, he went to Rheims and Verdun, and afterwards through the French lines to the scenes of fighting on the Somme. On the French front there he met most of the leading French generals and saw some of the chief events in the recent successful offensive of our Allies. Afterwards he proceeded to the British front, traversing most of our lines from the Somme to

beyond Ypres, and visiting, among other places, La Boisselle and Fricourt. He was especially interested, of course, in seeing a Welsh Division. Artillery experts from both the British and French Armies accompanied him throughout his journey, and special note was taken of the results of artillery work. While he was at the front Mr. Lloyd George met and conferred with General Joffre and Sir Douglas Haig. They are seen in the photograph on our front page. As the above photographs show, the Lord Chief Justice, Lord Reading, was of the party that accompanied the Secretary for War.

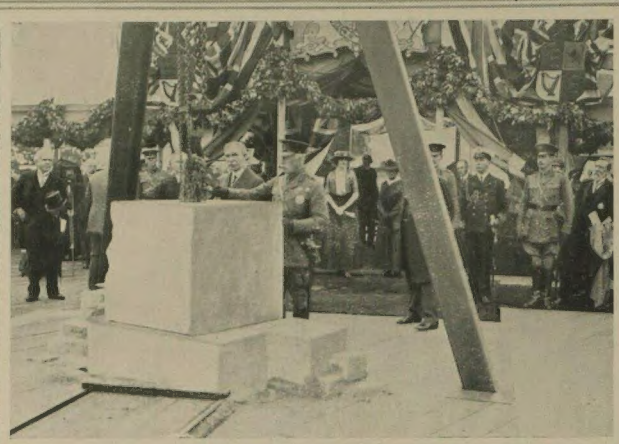


# THE DUKE OF CONNAUGHT'S LAST IMPORTANT FUNCTION IN CANADA.

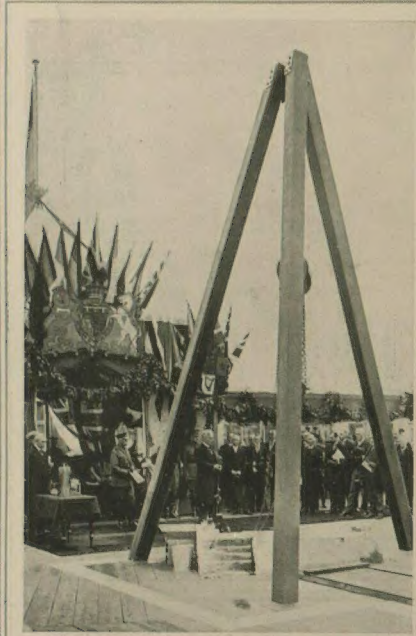
PHOTOGRAPHS BY TOPICAL (5) AND C.N. (1).



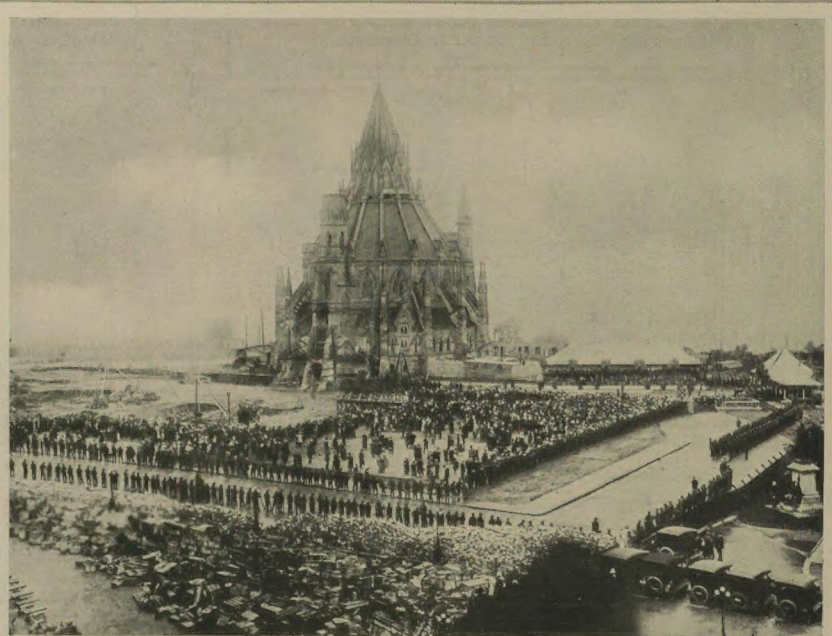
WATCHING THE STONE RAISED FROM THE SPOT WHERE KING EDWARD LAID IT: THE DUKE AND SIR ROBERT BORDEN.



AFTER 56 YEARS: THE DUKE OF CONNAUGHT RELAYING THE STONE—SHOWING PRINCESS PATRICIA STANDING BEHIND.



PAYING A TRIBUTE TO THE DUKE'S WORK AS GOVERNOR-GENERAL: SIR ROBERT BORDEN SPEAKING.



THE RELAYING OF THE FOUNDATION-STONE OF THE CANADIAN PARLIAMENT BUILDING AT OTTAWA: A GENERAL VIEW OF THE SCENE.



AFTER THE CEREMONY: SIR ROBERT BORDEN CALLING FOR CHEERS FOR THE DUKE—THE DUCHESS AND PRINCESS PATRICIA AT THE BACK.



BESIDE THE STONE LAID BY KING EDWARD IN 1860 AND RELAYED BY HIS BROTHER IN 1916: THE DUKE AND DUCHESS AND PRINCESS PATRICIA.

The Duke of Connaught performed his last important public ceremony as Governor-General of Canada before leaving for England, by relaying at Ottawa, on September 1, the foundation-stone of the Canadian Parliament Building, which was destroyed by fire last February. The inscription (seen in one photograph) runs: "This corner-stone of the building intended to receive the Legislature of Canada was laid by Albert Edward Prince of Wales on the first day of September MDCCCLX." To this will be added the words: "Relaid by his brother, H.R.H. the Duke of Connaught, on the first day of September,

1916." After laying the stone on its new site the Duke said: "It is a unique occasion when it is possible for a brother after an interval of over half a century to lay again the same foundation-stone. . . . Now, at the turning-point of the world-wide war which is taxing the utmost strength of the British Empire, where is Canada? Canada is nobly supporting the fight for honour, liberty, justice, and humanity. Who fifty-six years ago could have imagined that Canada could raise over 350,000 men? Canadians must be proud of their record and that they held their own against the best-disciplined troops in Europe."



## UNE QUÊTEUSE: CHARITY IN THE NAME OF THE RED CROSS.

DRAWN BY L. SABATTIER.



"FOR OUR SOLDIERS, PLEASE": COLLECTING FOR THE POILUS, ON A TRAIN LEAVING PARIS.

Not the least important of the methods by which soldiers at the Front are kept liberally supplied with those small luxuries which cost little but give unbounded pleasure to the recipients, is the persistent effort made by lady-collectors who meet the trains to and from Paris and make collections among the passengers. The response is usually immediate and generous, especially when the carriages are filled with men and women and children on their way to the country or the sea, on

holiday-making bent, or, it may be, just taking a trip to enjoy the sunshine for a day outside the surroundings of the city. Clad in the uniform of the Red Cross, which is in itself an appeal, these collectors watch for the arrival or pending departure of the trains, and, armed with their money-boxes, are irresistible. The spirit of comradeship and the spirit of gratitude combine to make the efforts of the Quêteuse so notably successful.—[Drawing Copyrighted in the United States and Canada.]



## THE VICTORIOUS ITALIANS: IN THE CARSO AND THE DOGNA VALLEY.

PHOTOGRAPHS BY THE ITALIAN GENERAL HEADQUARTERS' PHOTOGRAPHIC DEPT.



DEMOLISHED BY ITALIAN SHELLS: THE REMAINS OF AN AUSTRIAN TRENCH ON MONTE SAN MICHELE, NEAR GORIZIA.



AFTER BEING BOMBARDED MORE THAN ONCE BY AUSTRIAN ARTILLERY: WRECKED HOUSES IN THE VILLAGE OF DOGNA, IN UPPER CARNIA.

The Italians began a fresh and victorious offensive on the Carso front a few days ago. It may be recalled that the previous Italian advance, during which Gorizia was taken, left the Italian line running from about four miles east of Gorizia southwards, crossing the River Vipacco (a tributary of the Isonzo) at San Grado, and running along the Vallone to the sea well east of Monfalcone. It included the plateau of Doberdo and San Michele, now some way behind the Italian front. Monte San Michele lies about

midway between Monfalcone and Gorizia, just to the east of the Isonzo. The village of Dogna is in another part of the Italian theatre of war, at the end of a valley of the same name in the Carnian Alps, not far from the frontier town of Pontebba. Dogna was bombarded by the Austrians on August 22 and September 1. An Italian official communiqué said: "In the Upper Dogna Valley there was some hostile heavy artillery fire." The lower photograph affords a pictorial commentary on this announcement.

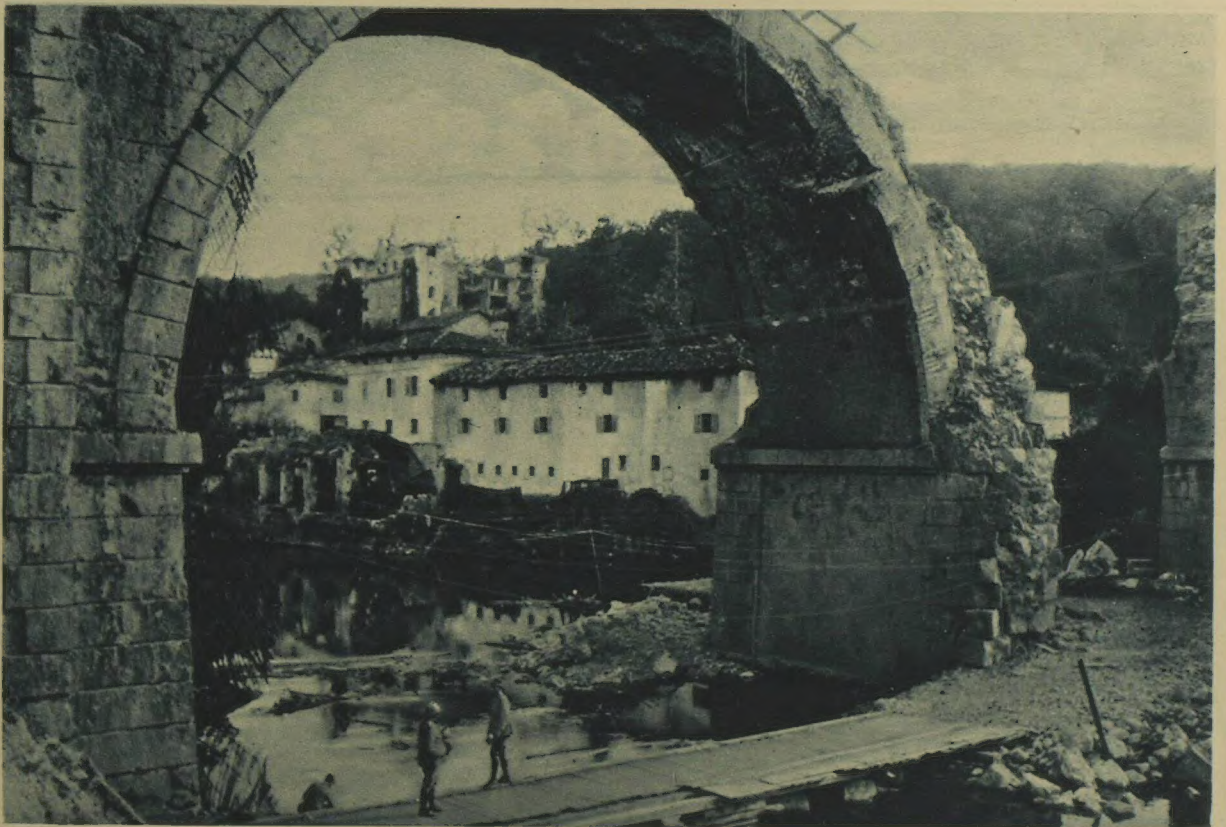


## THE NEW ITALIAN OFFENSIVE: ON THE ROAD TO TRIESTE.

PHOTOGRAPHS BY THE ITALIAN GENERAL HEADQUARTERS' PHOTOGRAPHIC DEPT.



THE ITALIAN ADVANCE ALONG THE CARSO PLATEAU TOWARDS TRIESTE: ITALIAN INFANTRY AT A POSITION EAST OF MONFALCONE.



IN THE REGION OF THE ITALIAN ADVANCE BEYOND GORIZIA: A WRECKED BRIDGE OVER THE VIPPACCO AT RUBBIA.

News of the fresh Italian advance towards Trieste was given in an official communiqué of September 15. "On the Lower Isonzo yesterday," it stated, "our heavy artillery and heavy trench-mortar batteries maintained an intense fire against the enemy lines east of Gorizia and on the Carso. During torrential rain in the afternoon we stormed the positions east of the Vallone, taking some lines of entrenchments; 2117 prisoners, including 71 officers, were captured." In an Italian communiqué of the 16th it was

stated: "On the Carso our infantry continued to attack the enemy's lines at the east of the Vallone. On the left wing the height of San Grado (on the Vippacco) was captured, notwithstanding the strength of the enemy garrison. Further south, large entrenchments towards Loquizza and east of Oppachiasella were taken at the point of the bayonet. We took 1077 prisoners, including 20 officers." Further progress on the Carso was made on the next day. The Italian front on the Vippacco is now some miles east of Rubbia.



### *A Sovereign Travels Under Water: The Queen of the Netherlands.*



ABOARD THE SUBMARINE IN WHICH SHE CRUISED SUBMERGED: QUEEN WILHELMINA.

Her Majesty the Queen of the Netherlands showed her customary fearlessness the other day by attending manoeuvres of her naval forces aboard a submarine, which performed various evolutions and submerged twice. So, it is said, her Majesty had the honour of being the first Queen-Regnant to travel under water. She was below

for about half an hour. Queen Wilhelmina, it will be recalled, succeeded to the throne on the death of her father, on November 23, 1890; came of age (according to royal reckoning) on August 31, 1898; and was crowned on the following September 6. She was born in 1880.—[PHOTOGRAPH SUPPLIED BY C.N.]

### *The Air-Supremacy of the Allies: Further Pictorial Proof.*



AFTER FRENCH GUNS HAD DEALT WITH IT: A GERMAN FLYING-MACHINE WRECKED IN THE FRENCH LINES, NEAR PÉRONNE.

Every day brings further proof of the air-supremacy of the Allies, and it is a commonplace to find in the official despatches such sentences as: "Four hostile machines were brought down in flames, and at least four others driven down damaged. Our aeroplanes co-operated with the advance of our infantry from a close height, firing on

the enemy on the ground. Bombs were successfully dropped. . . ." On one day recently, the British aeroplanes alone destroyed fifteen enemy machines, and drove nine others to the ground in a damaged condition. The work of our aviators is becoming every day more conspicuously one of the finest features both of our attack and defence.



## SAFE FROM GERMAN SHELLS IN A GERMAN AMMUNITION STORE.



PROFITING BY A CAPTURED GERMAN AMMUNITION DEPÔT: FRENCH SOLDIERS TAKING COVER FROM ARTILLERY FIRE.

This photograph, on the new French front, was taken from the back of a German artillery ammunition depôt on ground which the French troops had captured. Afterwards the German guns were directed towards it in the hope of blowing it up. "But," says a French account of the incident, "they had built it solidly, and our men, while occupied in the removal of the projectiles which it contained, found in it an excellent shelter." It will be remembered that, just before the new British offensive, the French on our right made a strong advance and large captures of prisoners and material. A French communiqué of the 10th said: "The prisoners taken by the French troops

alone south of the Somme since September 3 amount up to now to 7700." Their victorious progress continued, and on the 13th it was announced: "The number of unwounded prisoners captured yesterday and to-day exceeds at present 2300. The important booty abandoned by the enemy and so far counted amounts to 10 guns, including several heavy pieces, and about 40 machine-guns in the sector of Bouchavesnes alone." By that time the total amount of French and British captures on the Western front (including Verdun) since the great offensive began in July, amounted to 260 guns, 647 machine-guns, and about 54,000 men. These figures have since much increased.



# "A SOLDIERS' BATTLE" DURING THE NEW BRITISH ADVANCE

DRAWN BY A. FORESTIER

# ON THE SOMME: THE CAPTURE OF FALFEMONT FARM.

FROM A SKETCH.



SHOWING (IN THE BACKGROUND) BOULEAUX WOOD, WHICH FORMED ONE  
THE TAKING OF FALFEMONT

END OF THE SIX-MILE FRONT OF THE NEW BRITISH OFFENSIVE:  
ARM BY BRITISH INFANTRY.

An official Headquarters despatch of September 5 stated: "After severe fighting, the whole of the enemy's strong system of defence on a front of 1000 yards in and around Falfemont has fallen into our hands"; and later on the same day: "In spite of heavy hostile artillery-fire and indifferent weather conditions, our troops are still pushing forward and are in possession of all the ground between Falfemont Farm and Leuze Wood, and between that wood and the outskirts of Ginchy." The above drawing shows the taking of Falfemont Farm, the rectangular bit of ground (formerly the farmyard) in the middle with only a few tree-stumps standing. No farm buildings were left, only a heap of earth and bricks seen at the right-hand end of the site. On the extreme left of the drawing in the middle distance is a corner of Wedge Wood, and then from left to right, in the middle distance and fore-ground, may be noted—men carrying stretchers, British infantry advancing along a white chalk trench, wounded returning, British troops entering the left-hand corner of the farm, German

5/9 shells bursting, and (to the right of and beyond the farm) Germans in retreat. In the background, from left to right, we see a corner of Guillemont (on the extreme left), Ginchy (in the distance further to the right), shrapnel bursting, Leuze Wood, with a 9½ shell bursting in front of it, Bouleaux Wood (the right-hand end of the clump of trees), and, on the extreme right, the church of Morval. Mr. Philip Gibbs, describing the capture of Falfemont Farm, writes: "It was great fighting which gained this ground, and the men were their own generals. These West Country lads were not moved like marionettes pulled by the strings from Headquarters. It was, after the first orders had been given, a soldiers' battle, and its success was due to young officers and N.C.O.'s and men using their own initiative. . . . This afternoon I saw some of the wounded Germans from Falfemont lying side by side on stretchers with boys from the West Country who had been hit in attacking them."—[Drawing Copyrighted in the United States and Canada.]



## AN HISTORIC RECORD: ADMIRAL JELICOE'S FAREWELL TO LORD KITCHENER.

PHOTOGRAPHS COURTESY OF CENTRAL PRESS



THE LATE LORD KITCHENER STARTING FOR THE VOYAGE TO RUSSIA DURING WHICH HE LOST HIS LIFE: THE GREAT WAR MINISTER, ADMIRAL JELICOE, COLONEL FITZGERALD, AND MR. O'BEIRNE BEFORE THE EMBARKATION ON THE "HAMPSHIRE."—A REMARKABLE PHOTOGRAPH JUST RELEASED FOR PUBLICATION.

The photograph here reproduced, which has only just been released for publication, is in the fullest sense of the words an historical record, for, as we have noted, it shows Admiral Jellicoe, the Commander-in-Chief of the Grand Fleet, bidding farewell to Lord Kitchener and his party when the great War Minister was leaving for the voyage to Russia during which he lost his life. It will be recalled that the official notification of the disaster came in a telegram from the Commander-in-Chief of the Grand Fleet, which was dated June 6, and said: "I have to report with deep regret that H.M.S. 'Hampshire' (Captain Herbert J. Savill, R.N.), with Lord Kitchener and his Staff on board, was sunk last night about 6 p.m. to the west of the Orkneys, either by a mine or a torpedo. . . . The wind was N.W.W., and heavy seas were running. A patrol vessel

and destroyers at once proceeded to the spot, and a party was sent along the coast to search, but only some bodies and a crippled boat have been found up to the present. As the winds have been scattered from the seaward, I greatly fear that there is little hope of there being any survivors. . . . H.M.S. 'Hampshire' was on her way to Russia." In the photograph Lord Kitchener is the third figure from the right, in a military overcoat. He has turned towards Admiral Jellicoe, who is seen shaking hands with Mr. H. J. O'Beirne, of the Foreign Office, one of the distinguished party who perished. Behind Mr. O'Beirne, on the gangway, is seen Lieutenant-Colonel O. A. Fitzgerald, personal military secretary to Lord Kitchener, who also perished with him.



## MOUNTED ACTION: BRITISH CAVALRY GET THEIR

DRAWN BY A. C. MICHAEL



## WITH THE CAVALRY: A STRONG PATROL GOING

In the middle of July it was reported from General Headquarters in France: "All continues to go well on the British front. . . . North of Bazentin-Le-Grand our troops have penetrated the German third line at the Bois de Fougères, in which we have obtained a lodgment. In this neighbourhood a detachment of the enemy were successfully accounted for by a squadron of Dragoon Guards, the first opportunity for mounted action which has been afforded to our cavalry since 1914." Another account said: "During the operations a few of our cavalry

## CHANCE AFTER LONG MONTHS OF WAITING

FROM A SKETCH.



## OUT AT DAWN ON THE BRITISH WESTERN FRONT.

came into action, detachments of Dragoon Guards and Decan Horse charging a portion of the enemy, killing sixteen and capturing thirty-four of them. It was a small operation; but this is the first time that cavalry have been employed as such since the early stage of the war." Later news has reported British cavalry in action on several occasions, always with success.—[Drawing Copyrighted in the United States and Canada.]



## Women and Munitions: A Visit to Woolwich Arsenal.

MOST of us have read with a languid interest that so many thousands of women are engaged in munition-work. But the notion is pretty general that they are mere helpers of men, doing things on which it is hardly worth while to employ the majestic male.

The well-known phrase "the dilution of labour" helps to strengthen that impression. We think of the milkman, and envisage "dilution" as a watering-down—quantity gained at the expense of quality. Nine people out of ten, if asked what they imagine women arsenal-workers are doing, would probably reply something like this: "Humph, I suppose they hand things to the men, if they are not too heavy; fetch and carry, run on messages, make tea, and watch the clock for the time they will be at liberty to meet their young man."

Such illusions vanish into thin air at the first sight of women at work in a munitions-factory in which thousands of them are constantly employed. In their place remains an ineffaceable impression of fierce industry, intense concentration, absorption in the midst of the clatter of whirling machinery and the purring of gears and fly-wheels. There one looks on at row upon row of female workers watching the lathe, drill, punch, or the murderous-looking guillotine which shears metal as if it were silk. There may be seen women handling with complete sangfroid the deadliest explosives, or performing complicated operations which must be carried out with absolute exactitude, or there will be results not pleasant to contemplate.

The work is work which must be done well if it is done at all; and it is done well. There is an atmosphere of almost religious fervour in Woolwich Arsenal, where the authorities have good cause to know the value of women's work. The women's souls are in the business—partly because they want to do their share in the discomfiture of the Boche; partly because they are paid very good wages, and, with a woman's sense of duty, want to earn them. Partly, perhaps, also because women love making concrete things, this kind of industry seems to satisfy some deep creative instinct. One might almost think that the girls looked on the shining shell-cases as babies, so keen is their pride in turning out work as perfect as possible.

In some of the shops there is a good sprinkling of men; in others the women have learned to do most things for themselves. Their teaching has been a matter of time, but they are now fully qualified to see their particular jobs through from start to finish: even some of the inspectors who pass the work wear petticoats.

As for the type of woman required for the work, the best workers are said to be women with a public-school

To the girl or woman wishing to engage in the truly national work of making munitions of war there are two courses open. She can either apply to qualify as an overlooker, or work in one or other of the multifarious departments connected with the manufacture of war material in all its branches. If she chooses the first course, she serves a probationary period of three or four weeks under the eye of an experienced worker, and earns wages varying from two to three pounds a week, which go to the neighbourhood of four pounds when she rises to the dignity of principal overlooker. To those who might object to these figures as being too high for inexperienced workers, it may be pointed out that, in the first place, the services of the women are essential; and, in the second, that the duties involved are of a responsible character.

By the courtesy of the authorities, I visited one of the

sufficiently elaborate to prevent any possibility of accident except such as might result from gross carelessness or disregard of instructions. Metal is taboo—workers remove their hair-pins before leaving the cloak-rooms, and are provided with leather shoes innocent of heel or tack. Visitors, too, are subjected to the same restrictions, though women are allowed to keep their hair-pins. Purses, hand-bags, and umbrellas have, of course, to be left at the gate.

It is in the danger zone that the shells are gauged, fitted to their cases, filled with the propelling charge, "indented" firmly into position in one machine, and then handed on to another which performs the process known as "conning," and are finally filled with the explosives whose devastating effects war-correspondents have recently described so graphically. Last of all comes the delicate operation of fitting and screwing the fuse—and so to the front.

Included in the danger buildings is the small-arms cartridge factory. Here, if you are an apt pupil, you can earn 38s. or £2 a week at piece rates. But to do it you must first learn to wax bullets at race-horse speed, and keep your attention fixed on the matter in hand, which is to feed a belt with the wicked little death-messengers as quickly as you can get them in. If you are a really expert worker you will do 28 boxes in a day, and, as each box holds 3000 bullets, you conclude operations with the satisfactory feeling that your day's labour may at some time account in one way or another for 84,000 Boches.

Or, again, you may occupy your time filling cartridge-cases, or fixing bullets, or fitting caps—which requires even greater dexterity than waxing bullets—or filling trays with the finished article, which is more difficult than either to do quickly. Seven trays filled means 1½d. added to your exchequer, and it is possible to earn 28s. a week, and take a day out into the bargain.

Recreation and meals are two important factors in the life of the munition-worker. At the establishment in question the latter are supplied at moderate rates by canteens, 8d. securing a good dinner of meat and two vegetables, and an additional 2d. buying a "sweet." Tea costs 1d., so does cake, and bread-and-butter, or a bun. Eggs or sandwiches are a little more. There is a piano for leisure moments, and a hard-worked instrument it is.

The Ministry of Munitions wants more women workers for factories, and has established centres of training where preliminary instruction can be obtained. London residents are asked to write to Mr. J. C. Smail, L.C.C., Education Offices, Victoria Embankment.



WOMEN MUNITION-MAKERS AT WORK: OPERATING CAPSTAN LATHES ON THE BODIES OF FUSES

large Government arsenals (Woolwich) the other day, where most of the women are employed on work connected with the production of the finished shell and the smaller munitions of war.

It seems curious that a tailor's shop should form an integral part of an arsenal, but the workers will tell you that without its help neither shell nor cartridge could be reeled on to fulfil its appointed task. There is the textile side of the "shop," where the whirring noise of countless sewing-machines fills the air, and guillotines are incessantly at work reducing bales of scarlet twill and cream serge into circles and strips and squares and other shapes, for this department supplies something to nearly every factory in the arsenal, whether for shells, or cartridges, or "handlings" (used for conducting business with molten metals), and in the course of the day's work turns out some 200 different species of articles, including special clothing for wear in the danger-buildings—work that in pre-war days was almost entirely done by men and boys.

Hard by is the paper-factory, where, as its name implies, all kinds of paper articles essential to the interior well-being of certain shells are made. Here there are great machines that do nothing all day but cut round discs of cardboard with monotonous precision, and girls who roll endless numbers of tubes of cardboard or paper, or make what look like paper cartridges; and where perforated cylinders that look like receptacles for keeping caterpillars and moths are really quite important parts of munitions of war in their early stages.

There are branches of fuse-work in which women are extensively employed. It is labour which necessitates mathematical accuracy and a careful attention to detail. The shell-cases, too, owe their evolution from rough-looking discs to elegant polished cylinders, indented and ready for charging, very largely to the guardians in petticoats who manage the machines necessary for the process.

A visit to the "danger" sheds, where shells and cartridges are charged and otherwise rendered fit for active service, provides the outsider with a thrill of delicious excitement, though the workers themselves appear—and, indeed, are—supremely indifferent to the death-dealing powers of the explosives they handle with such apparently careless confidence. "We don't mind a bit—we get used to it," was the answer to a question as to whether workers ever suffered from "nerves"; and the official precautions are in truth



AN EXAMPLE OF WOMEN'S SKILL IN MAKING MUNITIONS: OPERATING A DRILLING-MACHINE.



WHERE THE FEMININE TOUCH TELLS IN DELICATE MECHANISM: WOMEN INSPECTING AND GAUGING THE BODIES OF FUSES

education. "The munition-factory," declared a woman superintendent with wide experience the other day, "is no place for mamma's darling."

The Training Section, Ministry of Munitions, will give the address of the nearest training centre to applicants from the provinces. CLAUDE CLEVE



## CHURCH AND WAR: RELIGION ON THE WESTERN FRONT.

DRAWING BY J. SIMONT.



### SOLDIER TO SOLDIER: A POILU CONFESSING TO A SOLDIER-PRIEST

The war, in its great gallery of wonderful pictures of life as it is lived, often nobly and beautifully, within sound of the guns, has evolved many remarkable instances of the courage with which the Church, in the broadest sense, has taken its part in the great struggle for the right. That it has stimulated the religious instincts common to all nations has been proved many times, and clerics of every shade of religious faith have shown themselves ready to risk life and limb in performing the sacred offices of religion in war-areas where at any moment death

or disaster might fall upon them. Many of our own chaplains have shown indomitable fortitude in facing perils; and one, it will be remembered, the Rev. Edward Noel Mellish, has been awarded the Victoria Cross. If war, as it must be, is counted among the ills of life, the world-conflict might well recall the dictum of a philosopher who said, "There are three modes of bearing the ills of Life: By Indifference, which is most common; by Philosophy, which is the most ostentatious; and by Religion, which is the most effectual."—[Drawing Copyrighted in the United States and Canada.]



## DECORATED BY THE ALLIED NATIONS: VERDUN, "THE INVIOULATE CITADEL."

LOWER PHOTOGRAPH BY TOPICAL.



IN THE TOWN DECORATED BY THE ALLIES: A STREET IN SHELL-SHATTERED VERDUN.



AMONG THE DEFENCES WHICH HAVE MADE VERDUN AN INVIOULATE CITADEL: DUG-OUTS BEFORE VERDUN.

On September 13, M. Poincaré visited Verdun to distribute to that town decorations awarded by the Allied Nations. The President said that the idea of honouring the defenders of Verdun by decorating the town upon which they had shed such lustre came from the Emperor of Russia at the very time the Government of the Republic was considering a similar proposal. The Kings of Great Britain, Italy, the Belgians, Serbia, and Montenegro had given their approval immediately, and so the Allied Nations were meeting in the inviolate citadel to offer a tribute to the brave men who had warded

off so many blows against liberty. The awards to the town were the Cross of St. George, from the Emperor of Russia; the Military Cross, from King George; the Gold Medal for Military Valour, from the King of Italy; the Cross of Leopold I., from King Albert; the Gold Medal for Military Bravery, from the King of Montenegro; and the Cross of the Legion of Honour and the War Cross, from the French Republic. It was announced, further, that the Emperor of Japan had decided to award a sword of honour to the town.



# O. T. C.

(Confiding Cadet.)

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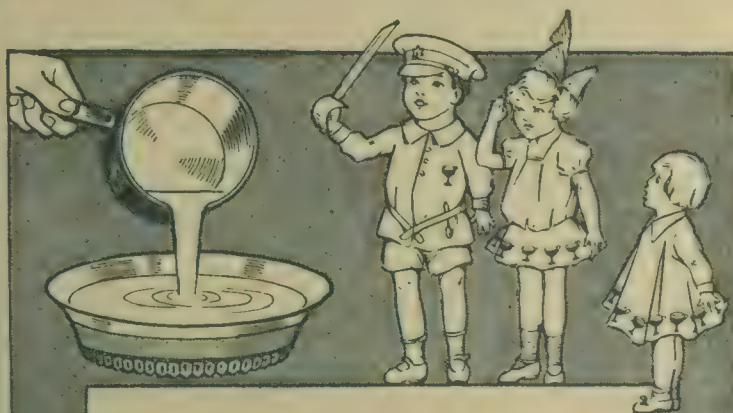
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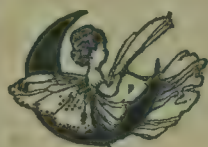
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## LADIES' PAGE.

AN original and pretty idea was carried out by the bride of the heir to the title of the late Lord Kitchener. Her wedding gown of chiffon embroidered with pearls was short and full in the skirt, but the wedding veil was long and formed a train, being caught in to the figure to cause it to fall nicely. The bridegroom bears the courtesy title of Viscount Broome—from Broome Park, the seat of Earl Kitchener. The present Lord Kitchener is the brother of the late soldier, the title being conferred to descend to his brother if the original bearer of it should die childless. The bridegroom's sister, Lady Nora, is married to the son of the sometime editor of *Punch*, the late Mr. Arthur A'Beckett.

Amongst the changes in the position of women that I foresee as probable is the greater use of their capacity as heads and organisers in the business world. Daughters frequently inherit the capacities of their fathers, and often the commercial talent that should be transmitted by a successful business man's daughter is lost by reason of the prejudice and custom that keep her out of his business. An instance was that of a most capable lady who has just died; she would have been an ideal employer of labour, and, had she been a man, she probably would have been one of the heads of the old-established and famous firm of soap-manufacturers, A. and F. Pears. She was a great-granddaughter of the original founder of the firm, and her brother directed for many years the factories at Isleworth. In consequence of her death an interesting industrial relic has come into the firm's possession. It is a circular piece of soap, of the well-known transparent brand, which was manufactured, as is stated by the stamp impressed upon the cake of soap itself, by the original inventor, Mr. Andrew Pears, about the year 1780. An advertisement of that period exists in the archives of the firm, stating that "no soap can be considered pure or fit to be applied to the human skin until it has undergone the process of refinement by which it is rendered transparent," and claiming that Pears' Soap "is the acme of perfection." Thus, Pears' soap has been skilfully and successfully advertised in three centuries!

Simplicity is wisely and desirably impressed upon the autumn fashions. The coat-dress is having a great run. In tulle for smartest occasions, in fine serge or cloth for more everyday uses, it serves admirably. Another excellent material for this one-piece dress is velveteen, the corded variety in particular. Green and a rich plum-colour are, perhaps, the most fashionable colours for this autumn; we cannot have now just exactly what we may fancy, but the dye difficulty has evidently been quite settled as regards all shades in these two colours, in which various tones come excellently. Mole-colour, violet, and crimson velveteen are also available. Fur is *par excellence* the trimming for the coat-dresses; there can be a narrow band near the bottom of the full skirt, and a collar of the new high all-round-the-throat order, and cuffs of the same



A WALKING DRESS OF LIGHT-GREEN WOOL VELOURS. The features of this charming costume are its pockets and new-shaped cape. The fur trimming is of the fashionable rabbit-skin.

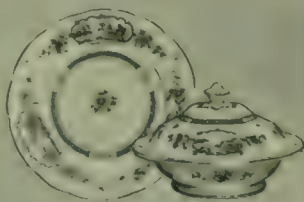
round shape; or, if preferred, the fur can be confined to the lower part of the garment, and the throat turned back to show a lace or tucked lawn tiny vest. Fur is to be used, too, as trimming on all sorts of materials, and is seen even on the most delicate and dainty of blouses, in chiffon, georgette, ninon, or crêpe-de-Chine. In short, if possible, add a strip of fur somewhere to your new things for autumn.

An excellent way to find out the correct fashion in furs is to visit the salons of such a celebrated house as that of Messrs. Revillon Frères, 180, Regent Street, W. Here the exquisite taste of the best Parisian designers is united with the sumptuous and exclusive quality of the best peltry. At present the prevailing patriotic note of economy is all-pervading, and Revillon's are now showing a large stock of the less costly furs, which have a *chic* effect, and will give a look of smartness to the wearer by the originality of the designs and the excellence of the workmanship. A feature of the present fashion is the demand for musquash (dyed and natural), fitch, opossum, cross-fox, and other furs which are at once durable and wearable while relatively inexpensive, rather than for the luxuriously costly skins such as sable and real seal. At Revillon Frères I learned that capes just to the waist are to be fashionable, and, as they have been "out" for some time, they present all the charm of novelty, and also are very practical wear with the full, round, rather short skirts that are to be in vogue next winter. The capes and coats are all full round the edge, and a feature is the high, rather loose throatlet-collar. One very attractive cape in seal musquash has a bordering of the same fur cut in alternate reverse ways, so as to give a striped effect. A fine sable-fitch cape is fastened on the left breast with two beasts' heads as tabs, and has a row of tails to finish it across the front. The coats are long, but only of a length to suit that prevailing in skirts; all are well fluted round the lower part. Messrs. Revillon Frères find seal-musquash most in demand for coats, and it is much liked finished with a collar of natural grey opossum. One charming novelty is cross-fox, red and silver fox mingled. Stoles, ties, the very fashionable throatlets, and muffs, as well as collars placed on other darker fur coats, all come out very attractively in cross and silver fox. Black furs are to be very fashionable; partly, of course, because they are available to wear with mourning, but also because they are so universally becoming and useful under all circumstances. Black astrachan and caracul are particularly liked. Amongst the high-class furs there is nothing more fashionable than skunk, which is both handsome and durable. Skunk is also used as trimming for other furs; an exquisite garment at Revillon Frères is a long seal-musquash coat made very full in the skirt, which is ornamented by a series of flounces of skunk, this same fur also forming the handsome stand-up high throatlet collar. The new muffs are rather small barrel shapes; and, by the way, a large muff can be remodelled into this fashionable shape by Revillon Frères at a moderate charge. They are also showing a large number of the new throatlet collars in all varieties of fur at very moderate prices.

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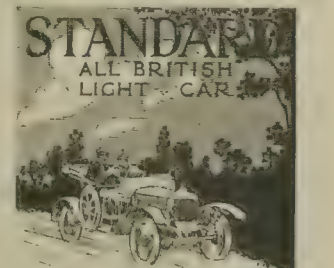
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## LITERATURE.

## Zionism.

"Zionism and the Jewish Future" (John Murray) is a collection of some dozen essays on various aspects of the Jewish problem. Edited by Mr. H. Sacher, who confesses in a short preface his debt to Dr. Weizmann, author of the introductory essay, the papers are timely in appearance, moderate in tone, and concise in argument. They will introduce the general reader to a question of great importance hitherto almost ignored by the Press in England. To be sure, the Jewish problem is concerned largely with Poland, where were the Russian Poles of Settlement; but if the solution of the vexed question is to be found ultimately in Palestine, it can only be by consent of all the Powers of the Entente. It may be that the climactic of the long-drawn-out martyrdom of Jewry has been reached since Poland began to change hands in 1914; the whole story is one of the most terrible in history. But if a safeguarded home is to be found for the Jew in Palestine, how far is he fit to take advantage of it? Is he to rally round a national or a religious ideal? What is Palestine to-day? What will it be in the near future? Is the country cultivable over a large

force worked for definite ends by cunning statesmen first in Germany, then in Russia, and for a time in France? The reader of "Zionism and the Jewish Future" will find these and other questions of a kindred nature carefully worked out.

## Palestine Life.

To read the Bible without a knowledge of Palestine is like reading translations of Shakespeare without knowing anything of England. We cannot all visit Palestine in the flesh, but anyone who wants to understand the Bible ought to visit it in the spirit, through books. As the late Rev. James Neil points out in his last book, "Palestine Life: Its Light on the Letter of Holy Scripture" (Simpkin, Marshall), the study of "the manners, the customs, the colloquial speech, and the natural features of the Holy Land in their bearing on the Written Word" has been strangely and unfortunately neglected. "We owe an immense debt of gratitude to the Turk," says Mr. Neil, "for having preserved all things unchanged up till quite recent times. . . . But the manner of living in Bible lands is now yielding to an irresistible pressure—the pressure of modern civilisation—the long the ancient life will have almost entirely passed away. Hence the value of careful descriptions of Palestine life as it existed up to 1871." As Mr. Neil knew Palestine for some fifty-five years, he was formerly Incumbent of Christ Church, Jerusalem, and chaplain to the Anglican bishop—he was peculiarly well qualified to deal with the subject, and his previous books, "Palestine Re-Peopled" and several others, ran through numerous editions. His knowledge of Hebrew and Arabic adds great interest to his work, and his insistence on the figurative character of the language of Scripture throws much new light upon it. Apart from his conclusions in historical criticism, from which some may differ, his books cannot but be of immense help to all students of the Bible.

## Abraham Lincoln.

To understand the life and times of Abraham Lincoln is to understand no small part of the history of the United States. During his most strenuous career Lincoln's labours were not valued in this country: the most of the honours paid him were posthumous. The latter days have made amends. It was fitting that the great President should have a volume reserved for him in the "Makers of the Nineteenth Century Library"

edited by Mr. Basil Williams (Constable), and it was a fortunate choice that selected Lord Charnwood to be the author of the biography. To find in a work on a man who has lain half a century dead an appeal strong enough to enable the reader to forget for an hour or so the march of events is a pleasure almost unexpected, even though we may not forget the lessons that the great war he saw to a triumphant end have for ourselves to-day. The special



CARRYING THEIR RIFLES AT THE TRAIL: ITALIAN TROOPS MARCHING THROUGH SALONIKA ON THEIR ARRIVAL

The Italian troops landed at Salonika had an enthusiastic reception. They wore uniforms of olive green, with helmets of blue steel, and carried their rifles at the trail. It was not long before they were under fire. A Bulgarian communiqué of September 13 mentioned two encounters with the Italians.—[Official Photograph.]

area? Is Hebrew capable of serving as a modern language? Is the Jew of the immediate future a man mentally and physically vigorous, able to shoulder the burdens of a State? Is Anti-Semitism an expression of popular hatred of the Jew deep-seated and ineradicable, or is it a political



THE ARRIVAL OF ITALIAN TROOPS AT SALONIKA: MARCHING THROUGH THE STREETS TO THEIR QUARTERS.

Official Photograph.

merit of the biography lies in the author's ability to present in clear and simple fashion a study of all the forces that made Lincoln possible, that brought the slave trade into being, that roused the country and brought the question with which Lincoln's name will ever be associated to the dreadful arbitrament of Civil War. The bibliographical note at the end of the volume reveals the measure of reading that has gone to the making of the book, but mere reading would not avail to present in prose a picture of the man and his epoch. To be successful here one needs, above the groundwork of knowledge, a certain sense of disciplined imagination, a capacity to present the life-story consecutively, keeping the Civil War in its proper place, and a wide sympathy with all parties to the disastrous strife. Lincoln demands special treatment; at first sight he is hard and unattractive. As knowledge grows, it is seen that he is as hard and unattractive as ever in some superficial aspects, but there is that beneath the surface which carries him to the ranks of the world's great men. He was very easily belittled; it is possible to misunderstand him now—but it is easier to overpraise. Lord Charnwood's estimates are sane and well considered; his writing approaches distinction, and sometimes achieves it.



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to General

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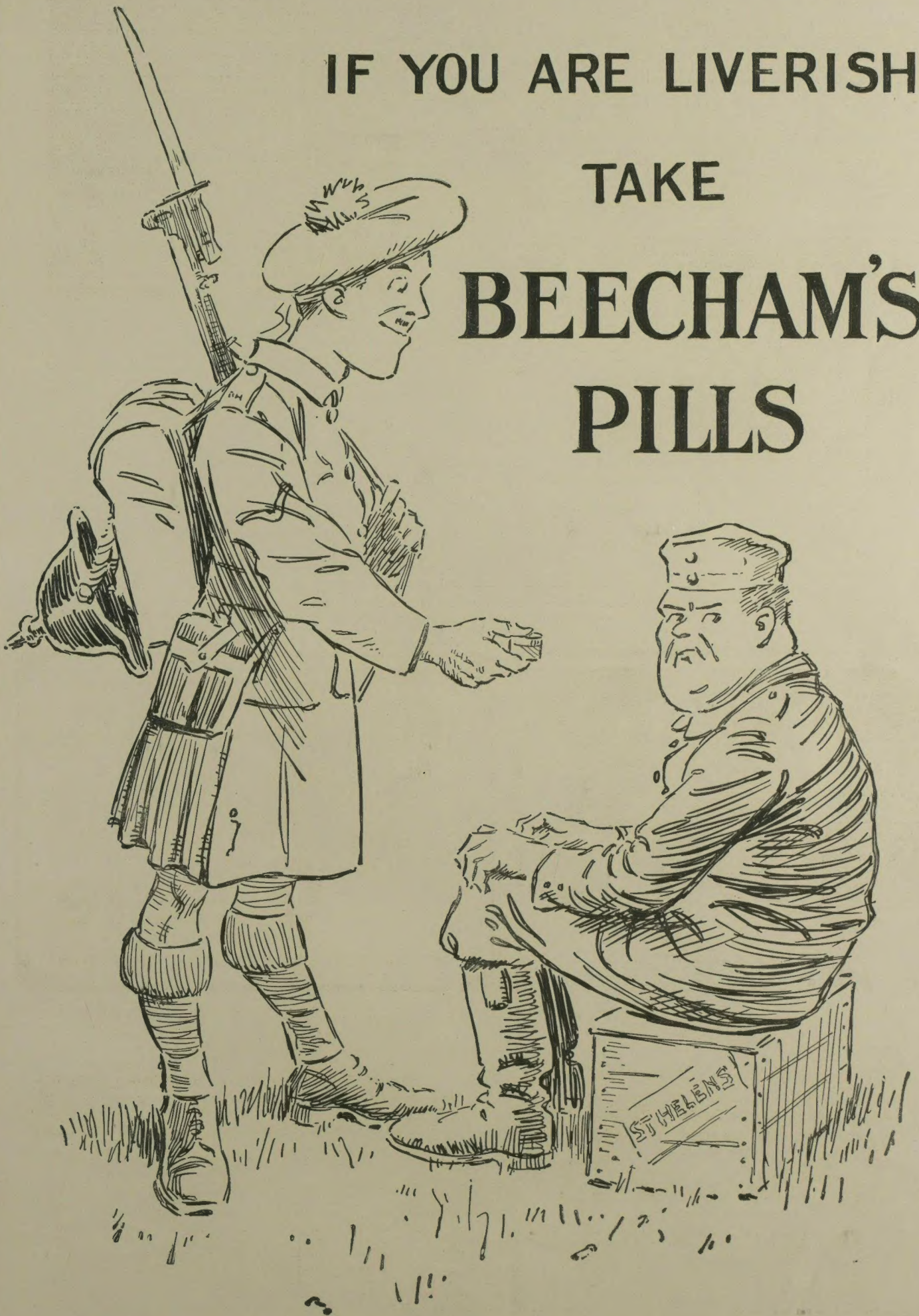




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## THE CHRONICLE OF THE CAR.

**After the War.** An interesting question regarding the after-the-war future of motoring, and particularly of the British industry, is being discussed now in the *Autocar*. The discussion turns on whether the real way to rehabilitation does not lead through a pooling of interests by the larger manufacturing firms, as has been done in America, albeit the American combines did not come into being as a result of pressure caused by war conditions. Undoubtedly, the biggest of the American combines has fully justified itself, since we find that the selling price of its shares has increased ten-fold in the past two years, and they now stand at four times their nominal value. Whether they owe their present high price to access of trade caused by the fulfilment of war contracts from this side of the Atlantic does not matter very much. It is probably the case that they do, and that, had there been no war and therefore no war contracts, their stock would not have shown anything like the appreciation noted. But this has nothing to do with the case for or against a pooling of interests in Great Britain. That rests on an entirely different basis. In America the manufacture of low-priced cars had become less a question of manufacture than of assembling by their nominal sponsors. You could take any one of half-a-dozen of certain American vehicles and find that many of the components were common to each. For instance, all six might have identical rear axles—and be none the worse, but rather the better, for it. The American motor manufacturer was simply out to get the best article he could obtain at the lowest price, and obviously the best way of getting it lay through the employment of the specialist in that article. It is equally obvious that it is cheaper per rear axle to make five thousand than five hundred of these. The practice continued right through the car, so that what of it that was actually "manufactured" by the nominal makers was not very much.

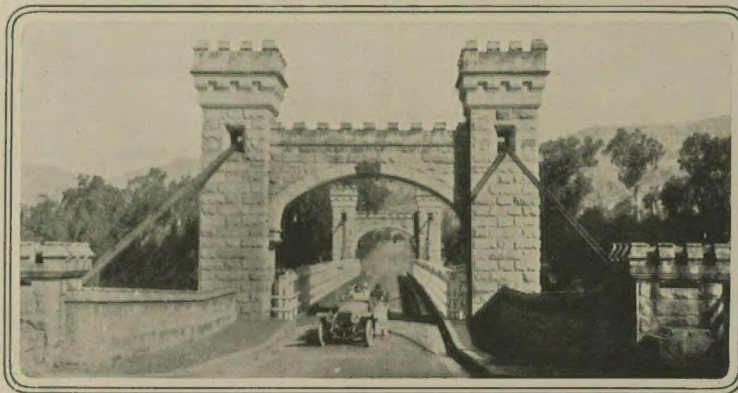
**Extending the Process.** It was quite natural that this trend of things should lead those associated with the American automobile industry to turn their attention to the saving to be effected by pooling their interests and bringing several large concerns under a single control. There were other deciding factors, of course, but they do



A LUXURIOUS LIMOUSINE-LANDAULETTE FOR IMPERIAL USE:  
A "VAUXHALL" FOR PETROGRAD.

Our photograph shows a handsome and luxurious six-cylinder 35-h.p., Avon-tyred Vauxhall limousine-landaulette, recently shipped to Petrograd for the use of the Russian Imperial family. The tyre equipment (Avon) is three square tread, two "Sunstone" one steel stud.

not matter for the purposes of the moment. All that we are really concerned with are the main outlines of the question,



THE UBIQUITOUS "SUNBEAM": A TOUR IN NEW SOUTH WALES.

The reliability and staying quality of the "Sunbeam" motors are proverbial and have been tried and never found wanting in the calls made upon them in all quarters of the world. Our photograph shows a 16-h.p. "Sunbeam" passing over the Suspension Bridge in the Kangaroo Valley, New South Wales.

and, roughly, what led up to the combination which has proved so thoroughly successful.

The question now is whether the way to the salvation of British motorism lies along a somewhat similar path. So far as I am personally concerned, the question can be answered at once and affirmatively. At the end of the war will come the period of reconstruction, and the first thing to come under the process must be the rebuilding of our export trade. To accomplish that we must be able to compete on more or less even terms with those who have secured the markets of the outside world while we have been preoccupied with the struggle for existence. If we are to do this successfully, we must be able to turn out motor vehicles which maintain the high reputation associated with the British car, and at a price which does not put them hopelessly out of court in comparison with the American product, which, be it remarked, has been improved almost out of knowledge in the past two years.

#### Conservatism the Obstacle.

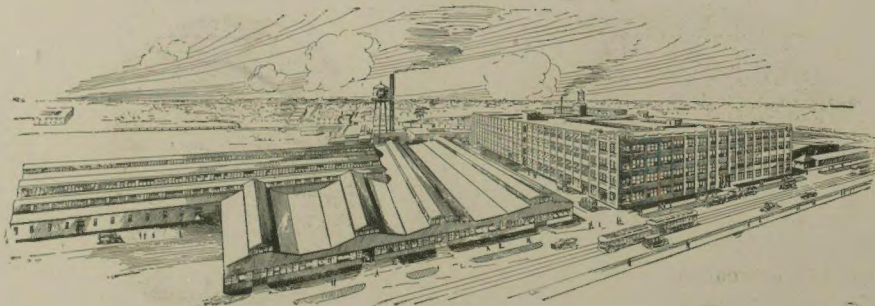
Even in the days before the war I often had occasion to remark upon the reluctance of the British maker to entertain anything in the shape of co-operative effort. I remember one of the most prominent members of the industry, having just returned from a tour of the American

factories with a whole-hearted admiration for American methods, putting forward the opinion even then that, if we were to hold our own, combination must be the order of the day. But he was a voice crying in the wilderness, and he was regarded as the victim of an obsession.

The fact is that the British maker of a car of standing has an unaccountable horror of being regarded merely as an "assembler" of components made by others. But, as he usually buys his frames from one person, his front axles from another, his magnetos from yet another, and so on, through quite a list of parts, I fail to see why there should be any objection to his going a little farther in the same direction. Certainly there could be no objection on the part of the public which buys his cars, since even if A has the same back axle as B, there is nothing the matter with a good back axle, anyway. Assuredly, a greater community of interests and a wider employment of the specialist are needed first and foremost if the British car is to maintain, or even regain, its position.

W. W.

Detroit Factory  
of the  
Hupp Motor Car  
Corporation.



Over 500,000 square  
feet of floor space  
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Because it had the purpose always to give buyers of Hupmobiles the largest value for their money, the Hupp Motor Car Corporation has made and sold four models in 8 years and has not one failure to record.

Since the Model "20" which circled the globe in 1909, Hupmobile qualities have been world-wide standards of excellence; 50% of the Hupmobiles sold every year are sold to former Hupmobile owners.

This faith in Hupmobile goodness, we think, is a tribute to our honesty of purpose.

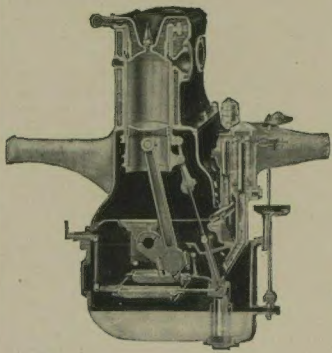
#### Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke ( $3\frac{3}{4}'' \times 5\frac{1}{2}''$ ). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type; spiral bevel gear. Cam-shaft and crank-shaft bearings, bronze shell, babbit lined. Long wheel base (110'' on 2 and 5 seater, 134'' on 7-seater). Tyres 880 x 120 m/m or 34'' x 4'' on 2 and 5 seater, 920 x 120 m/m or 35'' x 4 $\frac{1}{2}''$  on 7-seater. Electric starting and lighting; ventilating; rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre-carrier; pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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**DAIMLER**  
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**T**HERE is a simplicity in the design of the Daimler Sleeve-Valve Engine which is apparent to every motorist.

The Sliding Sleeve-Valves have eliminated the troublesome springs and tappets, giving a permanent valve setting which is mathematically correct and unvarying for every cylinder.

The combustion chambers are absolutely uniform and perfectly machined. There is no roughness on which carbon deposit can be built up.

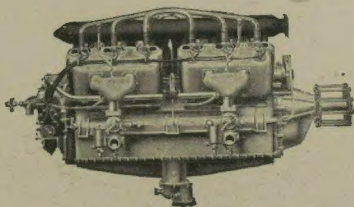
There is no valve cap as in the ordinary poppet-valve engine, but *there's* a constant maintenance of compression.

The efficiency of the cooling system is obvious. There can be no overheating or distortion, the wide waterways covering the inlet and exhaust ports and surrounding the sparking plug. It will be noticed that the sparking plug is directly in the centre of the spherical combustion chamber.

Detachability is supremely simple, but there is no necessity for cleaning until after 25,000 miles have been covered.

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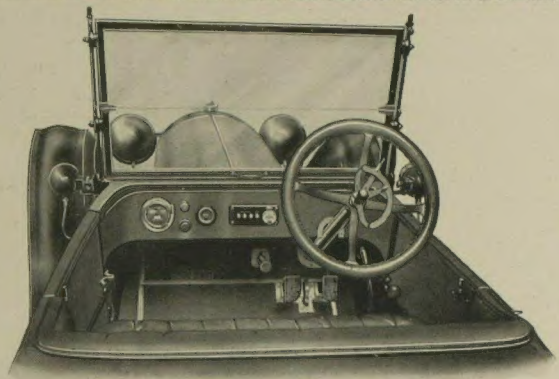


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Nothing is lacking that makes for the Driver's convenience.

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## THE PLAYHOUSES.

## "POTASH AND PERLMUTTER" AGAIN AT THE QUEEN'S.

THERE is more Potash than Perlmutter in the sequel of the popular play which went by their name; and that means that the nice balance between the inimical Jewish couple preserved in the original, and the equal opportunities afforded to Mr. Augustus Yorke as Abe and Mr. Robert Leonard as "Mawruss," no longer obtain. Still, it is so pleasant to meet with these old friends again, to watch their quarrels and reconciliation, to listen to their racy idioms and revelations of Jewish character, that no one is likely to be other than thankful for the fresh sight and hearing of them that Mr. Montague Glass and his new partner afford. They provide us with one thrill at least, for they suggest the awful possibility of "Potash and Perlmutter in Society" parting company. Perlmutter's head, we are to suppose, became swollen: he haunted the society of his betters, became jealous of his wife, was all for rash speculation, and got entangled with promoters. And it was Potash who saved him; Potash who rose out of his depression to make the most gallant sacrifice in his career; Potash who is content if he can only be with his friend to start the fight for success from the bottom again. So that, of course, it is to Mr. Yorke as Potash to whom come the great acting chances, and grandly he rises to the occasion. Mr. Leonard has necessarily to play second fiddle; but what a fiddle—how harmoniously he works in! And there is excellent work, too, from Miss Millie Hylton and Miss Laura Cowie.

## "THE LIGHT BLUES," AT THE SHAFTESBURY.

When the old dog looks up the young prig, determined to shake him out of his priggishness, we put our money on the older. Perhaps we ought to be shocked, especially when, as in Messrs. Mark Ambient and Jack Hulbert's story of "The Light Blues," it is parent who tempts son, and naughty actress and the apparatus of rowdiness are introduced into sober college rooms. Instead, our spirits go up the moment the college gyp, in the person of Mr. Shaun Glenville, implores from the jolly-looking old boy impersonated by Mr. Albert Chevalier the assurance that he has quieted down. Fortunately, he has not; and so we get a riot of high spirits, in which the finished art of Mr. Chevalier and the broad comedy of his Irish colleague contrast in refreshing partnership. There is Miss Cicely Debenham to give point to every gesture

and speech of the little siren brought up from town. There is Miss Cicely Courtneidge to amuse as a don's daughter and to join Mr. Hulbert in a taking duet or so; and there is a bright musical-comedy score supplied by Mr. Herman Finck. So "The Light Blues" will win out.

## "THIS AND THAT," AT THE COMEDY.

Often enough the turn which presents Miss Clarice Mayne in association with "That"—otherwise Mr. James W.

besides providing the music, performs herculean labours alike as composer and comedian, as he changes costumes indefatigably and rushes from orchestra to stage and from stage to orchestra. We get a dainty lotus-dance from Miss Betty Blake, some odd fun from "Mazuz," and neat burlesque of the Russian ballet from Mr. Wania.

## "FLYING COLOURS," AT THE HIPPODROME.

The Hippodrome management has made a change in its chief comedian. In place of Mr. Harry Tate there comes

Little Tich, figuring in a variety of disguises—now a jockey, now a treader, now a Spanish dame—with plenty of occasions for drollery. Spain has its share in the scenario and a very beautiful background against which Mr. Bertram Wallis sings a ballad in his best style. A dancing carnival provides an even more picturesque spectacle, though for popularity it will be run close by a most humorous and realistic trench-sketch, invented by Captain Bainsfather and Mr. Macdonald Hastings, and produced quite in the spirit of the soldier-artist's famous drawings. For the rest, we get an all-too-brief glimpse of Miss Gabrielle Ray, and some most spirited dancing from Netta Rianza.



ON THE WESTERN FRONT: A MOTOR LORRY ON THE EDGE OF A SHELL-HOLE.

Official Photograph.

Tate—as her accompanist and colleague, has set audiences in a good humour. The actress is always so smiling and winning and the composer has such a pretty gift of melody, that more extended opportunities for their partnership were sure of a welcome. Yet a full evening's entertainment which has to depend mainly on their exertions puts perhaps too severe a strain on the pair. They want rather better backing than they obtain in the new revue at the Comedy, "This and That." "This," if so we may describe Miss Mayne, appeals to us consistently in the dainty songs and bright imitations which fall to her lot. "That,"

extremely interesting, and has been shown at Aldford House, Park Lane. The electrical installation is an important feature, comprising three 100-c.p. lamps and other smaller lamps in the interior, and two electrical fans; while outside are Blériot head-lamps, side-lamps, and tail-lamp. The current is supplied by a Blériot 12-volt 200-watt dynamo, which is driven by the engine, and gives fifteen amperes when running at twelve miles an hour and twenty-five amperes when stationary. Mr. J. N. Walford has supervised the construction, and may be congratulated upon its success.

## JUBOL

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MEDICAL RÉPORTS.  
Académie de Médecine (Paris)  
Dec. 21, 1909.  
Académie des Sciences (Paris)  
June 26, 1909.

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—Dr. MOREL, Paris Medical Faculty, Late Physician to the Military, Naval and Colonial Hospitals.